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His speciality was bombers.

If he was relieved for technical reasons, it may be the result of dissatisfaction with his designs (the first Ju-287 was said to have crashed on the test flight; slow progress in the design of the heavy bomber which was to be fitted with new turbojet power units which were still developing; accident which occurred to ground attack plane EF-126).

His replacement by a SIEBEL-expert can lead to the conclusion that there is more interest in light, fast planes than in jet bombers. It is assumed that MOTZ is an abbreviation for Dr. Karl-Heinz MOTZFELD, a former leading aerodynamical specialist of the Siebel technical special bureau.

** GERLACH, head of the Diesel section in MOSCOW-TUSHINO, developed the Ju-224. It hardly seems probable that the development of this engine could have been completed by the fall of 1949. In July 1949, only experimental series of 25 casings for this engine were furnished by the Degussa Firm in LEIPZIG, and an order placed for 25 casings.

The testing of this new type was not started until the fall of 1948 and it seems improbable that it could be finished in such a relatively short time. On the contrary, there is good reason to believe that difficulties were encountered in the course of the trials resulting in GERLACH's dismissal.

*** With Dr. SCHEIBE, all three former heads of the Special Bureau 1 (airframes, power units and diesels) are now relieved and have been transferred to KUIBYSHEV-KRASNAYA-GLINKA for other employments.

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